

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 2751-03  
Bill No.: Perfected SCS for SB 771  
Subject: Motor Vehicles; Roads Highways  
Type: Corrected  
Date: April 20, 2004  
# Corrected Department of Transportation response

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**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
<b>FUND AFFECTED</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>
<b>Total Estimated Net Effect on General Revenue Fund</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>
Highway Fund*#	(Unknown)	Unknown	Unknown
<b>Total Estimated Net Effect on <u>Other</u> State Funds</b>	<b>(Unknown)</b>	<b>Unknown</b>	<b>Unknown</b>

\* Unknown income and associated cost are not expected to exceed \$100,000.

Numbers within parentheses: ( ) indicate costs or losses.  
This fiscal note contains 5 pages.

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>
<b>Total Estimated Net Effect on <u>All</u> Federal Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>
<b>Local Government</b>	<b>Unknown</b>	<b>Unknown</b>	<b>Unknown</b>

### **FISCAL ANALYSIS**

#### **ASSUMPTION**

Officials with the **Department of Public Safety** assume this proposal would have no fiscal impact on their agencies.

Officials with the **Department of Transportation (MoDOT)** assume their agency may be required to erect signs on certain roadways prohibiting the operation of lower speed vehicles due to safety purposes. The number of signs is unknown.

#MoDOT officials, in a corrected response, assume this proposal would not necessitate the erection of additional signs, therefore, MoDOT assumes this proposal would have no fiscal impact on their agency.

Officials with the **Department of Revenue (DOR)** assume this proposal would allow drivers of low speed vehicles to operate on some highways. DOR cannot estimate the number of low speed vehicles which could be registered.

The **DOR - Driver and Vehicle Services Bureau (DVSB)** further assume they could incur cost for procedure modifications and the additional costs to title and register those vehicles that are not currently being titled and registered. The agency assumes it could require FTE and

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ASSUMPTION (continued)

associated expenses for these FTE.

The **DOR - Information Technology Bureau (ITB)** assume they could incur programming costs to modify the existing registration and fee systems. The low speed vehicles do not always contain the same information and information formatting as normal motor vehicles; therefore, these programs will have to be modified to handle unique information from the low speed vehicles. The cost incurred for these modifications is unknown; however, the cost for programming is anticipated to be less than \$20,000.

To implement this legislation, the DOR could require additional funds. In the past, the programs included in this legislation have been paid for with highway funds. This year, however, highway funds may not be available for this purpose as a result of legislation enacted by the General Assembly in 2000 that limits the use of highway funds.

This limitation is found in Section 226.200.3, RSMo. It places a cap on the highway funding available to state departments other than the Department of Transportation. The total amount of highway funds appropriated to these other state departments (including DOR) cannot exceed the total amount of their fiscal year 2001 highway appropriations. This cap limits the highway funds that will be available for the implementation of this legislation.

If highway funds are not available, then another source of funding must be identified to pay for the cost of implementing this legislation.

This proposal could increase state revenue through registration and licensing fees for low speed vehicles.

**Oversight** assumes there could be income and cost associated with the unknown number of applicants for low speed vehicle registration, however **Oversight** assumes that DOR could handle the request with existing personnel.

<u>FISCAL IMPACT - State Government</u>	FY 2005 (10 Mo.)	FY 2006	FY 2007
<b>HIGHWAY FUND</b>			
<u>Income-Department of Revenue</u>			
Licensing and title fees*	<u>Unknown</u>	<u>Unknown</u>	<u>Unknown</u>
<u>Cost-Department of Transportation</u>			
Road signs#	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>Cost-Department of Revenue</u>			
Forms, Procedures*	(Unknown)	\$0	\$0
Plates and tabs*	(Unknown)	\$0	\$0
Programming**	<u>(Unknown)</u>	<u>\$0</u>	<u>\$0</u>
Total Cost - DOR	(Unknown)	\$0	\$0

## NET ESTIMATED EFFECT ON HIGHWAY FUND

<b>HIGHWAY FUND</b>	<b><u>(Unknown)</u></b>	<b><u>Unknown</u></b>	<b><u>Unknown</u></b>
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\*Unknown income and associated cost are not expected to exceed \$100,000.

\*\* Unknown not expected to exceed \$20,000.

<u>FISCAL IMPACT - Local Government</u>	FY 2005 (10 Mo.)	FY 2006	FY 2007
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## LOCAL FUNDS

<u>Income-Cities</u>			
License and title fees*	Unknown	Unknown	Unknown
<u>Income-Counties</u>			
License and title fees*	Unknown	Unknown	Unknown

### ESTIMATED EFFECT ON LOCAL FUNDS

<b>FUNDS</b>	<u><b>Unknown</b></u>	<u><b>Unknown</b></u>	<u><b>Unknown</b></u>
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\*Unknown income not expected to exceed \$100,000.

### FISCAL IMPACT - Small Business

No direct fiscal impact to small businesses would be expected as a result of this proposal.

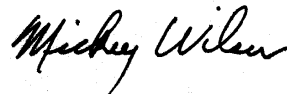
## DESCRIPTION

This act allows operators of low-speed vehicles to use public highways under certain conditions. A low-speed vehicle shall not be operated on a street or highway with a posted speed limit greater than 35 mph. A low-speed vehicle shall be exempt from inspection and emission testing, but must comply with the federal standards. Every operator of a low-speed vehicle shall maintain financial responsibility as required under Chapter 303, RSMo. Every operator of a low-speed vehicle must have a driver's license. City and counties may promulgate ordinances which are more stringent than this act.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

## SOURCES OF INFORMATION

Department of Revenue  
Department of Transportation#  
Department of Public Safety



Mickey Wilson, CPA  
Director  
April 20, 2004